Approved For Release 2007/10/26: CIA-RDP80-00810A007600360006-6 1.5 CLASSIFICATION C-O.N F-I-D-E-N-T-I-..-L REPORT CENTRAL INTELLIGENCE AGENCY INFORMATION REPORT CD NO. DATE DISTR. 17 August 1955 COUNTAL USSR NO. OF PAGES 3 Traffic Density and Electrification SUBJECT of the Trans-Siberian Railroad 25X1 NO. OF ENCLS. PLACE **ACQUIRED** 25X1 SUPPLEMENT TO DATE OF REPORT NO. INFO.

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	in August 1 A twin-engite rescow with trip to Consk, Barat Kharbin, Mit The Trans-Strack in so from the reconfused will between Sve system which	.ne Soviet commercialith an intermediate Peiping was continued in Novosibirsk, Nakden and Ticntsinable Peiping railroad library train showed the sidings at railerdlovsk and Otpor, the was operated by	ine is doubletrack and has Sverdlovsk and Novosibirsh two other tracks. The the road stations or with sput the entire line was equal light signals during dayt trations were conducted ac-	Berlin-Schoenefeld  via Kirov, Sverdlovsk, ta, Otpor/Manchouli,  s an additional third k. A photograph made ird track was not r tracks ped with a blocking ime. On Chinese cording to normal
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believed that this volume of traffic can only be handled with the Well of a block system. According to Soviet press reports, the electrification of the Kribyshev - Ufa - Chelya insk - Chesk - Novocibirsk - Novo Kusnetsk (Stalinck) line is being accelerated. The completion of the project will take years, however.

The change from Noviet to standard gauge in Other is effected as in Brest Litovsk by the putting of the car superstructures on wheel sets of the other gauge.

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	the Trans-Siberian Railroad Line	
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in August 1954 A twin-engine	observations were made during a tr : Soviet commercial aircraft was use an intermediate landing in Minsk.	d from Berlin-Schoenefeld
The trip to Pe Omsk, Barabinsk Kharbin, Mukde The Trans-Sibe track in some	iping was continued by rail from M , Novosibirsk, Krasnoyark, Irkuts n and Tientsin. rian railroad line is doubletrack places between Sverdlovsk and Novong train showed two other tracks.	oscow via Kirov, Sverdlovsk, k, Chita, Otpor/Manchouli, and has an additional third sibirsk. A photograph made
confused with Between Sverdl system which w territory from procedures. Be dense and trai	sidings at railroad stations or wi ovsk and Otpor, the entire line wa as operated by light signals durin Manchouli, operations were conduc tween Sverdlovsk and Novosibirsk t ns proceeded at block distances. O open line because the block ahead	th spur tracks. s eqipped with a blocking g daytime. On Chinese ted according to normal raffic was particularly eccasionally the train had
Novosibirsk an east of Irkuts terrain and tw of 1,000 meter	d Irkutsk, the train density decre k. The Irkutsk-Otpor line section o locomotives were employed to pul	ased and it decreased further leads through mountainous the train up ato altitudes

The Barawinsk - Novosibirsk line section was electrified. There was an overhead line and the trains were pulled by electric locomotives. This was, allegedly, the only section of the Trans-Siberian railroad line which was electrified.

An Otpor, the Soviet border station, the cars were changed to Chinese standard-gauge without charging cars. Passport and customs control and the change of the rail gauge lasted 5 hours.

Comment. According to the present report, the construction of the second track between Moscow and Sverdlovsk via Kirov was completed and the line put into operation. This information is not confirmed. A third track on sections with heavy traffic between Sverdlovsk and Novosibirsk was reported previously. The information on the automatic blocking system with light signal is noteworthy and appears credible. According to Soviet press reports, 120 trains proceed daily in each direction of this line. It is

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believed that this volume of traffic can only be handled with the help of a block system. According to Soviet press reports, the electrification of the Kuibyshev - Ufa - Chelyabinsk - Omsk - Novosibirsk - Novo Kusnetsk (Stalinsk) line is being accelerated. The completent of the project will take

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